

# SECTION C

## Section 1 Background Information

INL/A Aviation Support Services S-AQMPD-05-C-1103

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Line Item	Information and Qualifications
1.a 1/7/2005	<p><b>General Information:</b></p> <p>The Bureau for International Narcotics and Law Enforcement Affairs, Office of Aviation (INL/A) Support Services contract provides services for eradication and interdiction of illicit drugs, training of contractor and host nation personnel, movement of personnel and equipment, reconnaissance, search and rescue, medical evacuation, contractor logistics support (CLS) and ferrying of aircraft.</p>
1.a.1 1/25/2005	<p><b>Statement of Work (SOW):</b></p> <p>The SOW provided herein details requirements and tasks required to be performed by the contractor in order to achieve the program objectives as stated in the Statement of Objective (SOO) and meet the requirements stipulated in the Technical Requirements Document (TRD). The TRD was used for the basis for the creation of the contractor statement of work. The contractor will achieve full SOW performance at the completion of the transition period.</p>
1.a.1.a 12/23/2004	<p>The contractor efforts are focused on achieving those specific objectives enumerated below and the technical requirements and performance standards throughout the SOW. The contractor will remain flexible and responsive to new INL/A requirements and remain vigilant in the area of safety, personnel, and protection of property. Cost control, management control, and efficient use of resources are the cornerstones of best business operations.</p>
1.a.1.b 1/26/2005	<p>This SOW provides the framework for the contractor and lays out the requirements, tasks, and performance standards required for success. Program changes, continuous process improvement, quality management, and contract life-cycle management may require systemic and programmatic changes and subsequently may require changes to the SOW. These changes will be accomplished through modifications to the contract. The use of USG provided software (SeeSOR) will facilitate the efficient incorporation of future changes.</p>
1.a.1.c 1/26/2005	<p>The SOW is organized into sections as shown in the Table of Contents. Throughout the SOW, paragraph numbering has been configured to adhere to the SeeSOR convention. This same numbering convention conveys to the Quality Assurance (QA) Plans and the Award Term Plan, which provides necessary integration of all facets of contract administration. Section 1 provides for general background and mission information. Section 2 details the personnel and functions required to successfully manage and administer the contract across the spectrum of the Aviation Support Services contract. Sections 3 through 7 outline personnel and functions required to execute the mission within CONUS and throughout all OCONUS sites. The SOW has built in flexibility required to successfully embrace expanded operations wherever and whenever INL/A dictates.</p>
1.a.1.e 1/25/2005	<p><b>Indefinite Quantity (IQ):</b></p> <p>Resourcing in support of IQ items is accomplished within contract business management. This includes the preparation of technical and price proposals in response to Request for Task Orders (RTO) for the variety of IQ taskings that may be requested by the USG.</p>
1.a.2 1/25/2005	<p><b>Mission Overview:</b></p> <p>The INL/A Support Services contract is part of a much broader and expansive program aimed at curtailing the production and distribution of illicit drugs throughout the globe through eradication of illicit crops, interdiction of illicit drug activities, and nationalization of these capabilities for Host Nations. The program is codified under the Foreign Assistance Act of 1961, as amended.</p>
1.a.3 1/25/2005	<p><b>Mission Objectives:</b></p> <p>INL/A is primarily responsible for supporting the U.S. Embassy Country Teams (generally through the Narcotics Affairs Section [NAS] of each Embassy) in their effort to assist host nation governments in the eradication and interdiction of illicit crops such as marijuana, coca, and opium poppy as mandated in the Foreign Assistance Act of 1961. Secondary missions include pipeline security, border patrol, and other security-related activities. INL/A also supports the Embassy Country Team to instill these</p>

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aviation capabilities within the host nation.

1.a.4  
12/23/2004

## Mission Requirements:

The contractor supports the INLA SOO specific program objectives of:

**Illicit crop eradication:** The contractor is responsible both for aerial eradication and support for host nation manual eradication of illicit drug crops in designated countries, as well as the interdiction of illicit drug production and trafficking. The contractor is responsible for aerial eradication, while providing aviation services in support of host nation personnel for the manual eradication and interdiction missions.

**Aircraft availability:** The contractor provides all necessary logistics and maintenance services to ensure that aircraft are available to perform the many varied tasks as required by local US Embassy Narcotics Affairs Section (NAS) officials. The goal is to provide a lean logistics support system that uses state-of-the-art business practices and streamlined processes that minimize infrastructure requirements in all fields of operation.

**Training:** While host nation personnel shall be qualified to perform the required missions, the contractor is responsible for identifying deficiencies and working with the US Government and host nation representatives to develop training programs to rectify any shortfalls. The ultimate goal is to transition all specified mission requirements to host nation personnel at the earliest date possible.

**Flexibility:** Due to the evolving nature of the mission, the contractor must be able to react to changing conditions quickly, with minimal impact to steady state operations.

1.a.5  
12/23/2004

## Mission Environment:

The mission is performed in several overseas nations under conditions that, at times, may be extremely hostile (numerous aircraft have received small arms fire in Colombia) and very austere. The host nation provides command authority and air gunners on operational missions that include aerial armament sub-systems. Operations are currently performed in Colombia, Bolivia, Peru, and Pakistan, and are anticipated in Afghanistan and Mexico in the near future.

1.a.6  
12/27/2004

## Nationalization:

The USG nationalization goal is to reduce the USG and contractor presence in each host nation over time to the extent that the host nation is performing all mission functions except for logistical support. At the end state, the contractor will provide operational oversight and standardization/quality control to ensure compliance with USG directives and the safe execution of the air support mission. The contractor will continue to provide a logistical support system and maintain records compliance.

1.a.7  
12/23/2004

## Scope:

Operations, training, and logistical activities are currently being carried out in Bolivia, Colombia, Pakistan, Peru and the United States utilizing the aircraft listed in Section J. The Department of State anticipates expansion of the program to include other aircraft types and/or quantity, and additional missions (counter-narcotics and expanded authorities) into other countries.

1.a.8

## Specific Program Objectives:

Executing the SOW contained herein and applying the requisite resources, the following objectives will be achieved. A salient feature of the SOW is that as continuous improvement initiatives are identified and applied, or new or revised program objectives mandated, the SOW maintains the flexibility to adapt to all requirements while continually focusing on performance, safety, and the efficient use of resources.

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1.a.8.a 1/26/2005	Illicit Crop Eradication The contractor will resource adequately to meet established annual eradication goals.
1.a.8.b 4/12/2005	Aircraft Availability: The contract fully mission capable aircraft requirement for fixed-wing and rotary-wing aircraft is: for 4 or less aircraft by type - 75% FMC, for 5 or higher aircraft by type- 80% FMC, for the UH-60 - 75% FMC, and (4) four C-27 aircraft - 68%.
1.a.8.c 3/11/2005	Training: Steady state training appears throughout the SOW. The contractor will provide the USG with a detailed catalog of host nation training courses as required to facilitate development of capabilities by Host Nation personnel.
1.a.8.d 1/25/2005	Flexibility: Due to the evolving nature of the mission, the contractor will be prepared to react to changing conditions quickly, with minimal impact to steady state operations. The CLS system described throughout the SOW will be responsive to the requirements of the DoS Air Wing staff, the Embassy, and NAS. Program management described in Section 2 is charged with ensuring the CLS system is focused on mission requirements and customer satisfaction.
1.b.1 1/25/2005	Technical Excellence Across the Spectrum of the Aviation Support Services Contract: The contractor will provide a thorough understanding of the requirements and provide innovative technical approaches to meeting these requirements. Safety is paramount and must be foremost whenever conducting operations irrespective of the requirement or the threat environment. The contractor trains host nation personnel to perform all facets of the operation. The contractor integrates all resources to achieve objectives and maintain the ability to deploy and adapt these resources to changing operational conditions.
1.b.1.a 12/23/2004	Section 2: Addresses Management and Administrative functions that the contractor must perform to ensure program requirements are met across the spectrum of the Aviation Support Services contract. The requirements of this section are crucial to proper program risk management and control of operations, safety, and business elements of the Aviation Support Services Program.
1.b.1.b	Section 3: Addresses key performance requirements and tasks necessary to efficiently perform, manage, and administer the Main Operating Base (MOB) located at Patrick AFB, FL. The CONUS MOB is vital to the program management support of OCONUS operations and serves as a key training center and supply chain hub.
1.b.1.c	Section 4: Addresses key performance requirements not addressed in Section 3 and peculiar to Colombia.
1.b.1.d	Section 5: Addresses key performance requirements not addressed in Section 3 and peculiar to Bolivia.
1.b.1.e	Section 6: Addresses key performance requirements not addressed in Section 3 and peculiar to Peru.
1.b.1.f	Section 7: Addresses key performance requirements not addressed in Section 3 and peculiar to Pakistan.
1.b.2 12/23/2004	Performance Objectives: Performance Standards are provided for each SOW line item. Metrics will be developed and provided in the Quality Assurance Plan.

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1.b.3 1/25/2005	<p><b>Systems Integration:</b></p> <p>The contractor will maintain an Integrated Systems Engineering (ISE) process that enables the quick access and deployment of emerging technologies to accomplish the requirements of the Contract. The contractor's ISE is structured on the Integrated Process Development Team (IPDT) concept, ensuring any technologies acquired and deployed are supportable, sustainable, maintainable, and interoperable throughout its projected lifecycle. The cost as an Independent Variable (CAIV) concept is employed in all ISE IPDT projects. The contractor's IPDT system comprises the Overarching Integrated Product Team (OIPT) and Working IPT (WIPT) concept. The contractor ISE system is detailed in the SOW. ECPs developed for the OV-10, UH-1N, and UH-1H aircraft incorporate appropriate structural, electrical, engine, and avionics upgrades in an ISE environment to ensure interoperability, sustainability, reliability, and maintainability of aircraft, engines, and systems.</p>
1.b.4 1/26/2005	<p><b>Transition:</b></p> <p>The contractor will transition to full performance, assuming complete responsibility for all cost, schedule, and technical performance requirements in accordance with the Transition Plan. Crucial to this requirement is the employment of a sound plan to acquire, hire, and retain qualified personnel to perform the dangerous, arduous, and challenging tasks associated with illicit crop eradication and interdiction in hostile and austere locations. The contractor will ensure all Government Furnished Property (GFP) and Government Furnished Equipment (GFE) are inventoried and accounted for and that material condition and applicability assessments are performed to ascertain if GFP/GFE are suitable for operations and are applicable to program requirements.</p>
1.b.5	<p><b>Specifications:</b></p> <p>Specifications are referred to in the SOW where applicable to tasks and associated performance objectives.</p>
1.b.6	<p><b>Description of Existing Conditions:</b></p> <p>Existing conditions have been described in the aforementioned paragraphs.</p>
1.b.7 12/23/2004	<p><b>Locale:</b></p> <p>Locations of performance are primarily in Central Florida, Colombia, Bolivia, Peru, and Pakistan. However, it is anticipated that performance will extend into Mexico, Afghanistan, and other worldwide locations. The contractor will maintain the flexibility to operate throughout other regions of the world.</p>
1.b.8 1/25/2005	<p><b>Environment:</b></p> <p>The program environment consists of a mixture of benign, austere, and hostile operating areas comprising threats from belligerents and dangerous terrains.</p>
1.b.9 1/25/2005	<p><b>Best Practices:</b></p> <p>The contractor will apply best business practices; military, OEM/commercial practices will be identified and applied in performing all facets of the requirements stipulated in the SOO and the SOW. Operational doctrine, logistics support, aircraft maintenance, quality assurance, engineering, Information Technology (IT), and remaining requirements must be performed using the most efficient processes and procedures, while ensuring the safety of personnel and safeguarding of equipment, material, and facilities.</p>
2.A 3/30/2005	<p><b>General Requirements:</b></p> <p><b>Management and Administration:</b> The contractor Program Director will provide single-point program management and accountability to ensure program objectives are met (see Para F for related reports). Project management also consists of planning, training, execution, and management of program integration, contractor logistics support, engineering sustainment and support services, configuration management, operations and maintenance surge, contingency and emergency operations support, and contract performance. Management also ensures timely and accurate program management and logistics support</p>

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information/data is available and/or provided to the USG. The contractor Program Director will ensure successful implementation and performance of the program objectives. All forms and records will be kept and updated in English within 24 hours of work task completion. Comply with applicable portions of ICAO, FMR 102-33, AR 95-20, ISSAs, MOUs, LOAs, the FARs (Federal Aviation Regulations and Federal Acquisition Requirements), and the requirements of this contract and SOW.

Program management for all functional areas will be provided from Patrick Support Division in regards to the INL Aviation Program.

Operations: Operations activities include mission support, operational mission planning, operational mission execution, and post mission analysis for both fixed-wing and rotary-wing operations. Approved operational missions may include but are not limited to: aerial eradication, manual eradication support, interdiction support, air assault, external load, forward resupply, aerial transportation, SAR/MEDEVAC, disabled aircraft recovery, armed helicopter escort, maintenance test flights, aerial reconnaissance, surveillance and verification. Applicable missions are performed by contractor personnel at CONUS locations, by contractor or host nation personnel in Colombia, and by host nation personnel with contractor technical oversight at other OCONUS locations. Operations support consists of an aviation life support equipment program management, intelligence/information acquisition and use, operational mission planning, downed airmen activities (survival/evasion/escape procedures), and maintaining tactical communications from CONUS and OCONUS locations where applicable by contractor and host nation personnel.

Training: Formal aircrew (flight) training to enable aerial mission performance by contractor or host nation personnel is conducted IAW the provisions of the INL/A Operations Directives and Supplements, the INL/A Guide to Aviation Training and Standardization and the respective INL/A Aircrew Training Manuals for the various assigned aircraft. Initial qualification training in fixed-wing spray aircraft is conducted in CONUS with advanced mission training conducted at selected CONUS and OCONUS sites. Other fixed-wing and rotary-wing qualification and refresher training may be conducted in CONUS or OCONUS with advanced mission training conducted at selected OCONUS sites. Non-flight training consists of maintenance training, certification training and other mandatory one-time and recurring training required by the contract or other applicable agency or directive. Non-flight training may be conducted at CONUS sites by contractor personnel and at selected OCONUS sites by contractor personnel or host nation personnel with contractor technical oversight. Non-flight training and recordkeeping will conform to an acceptable military or ANSI standard.

Safety: The contractor safety program will provide increased safety, operational benefits and safety oversight in all areas of operation in support of the US Department of State, Bureau of International Narcotics and Law Enforcement, Office of Aviation. The contractor safety program will provide risk management and mishap prevention to promote operational mission success and readiness; improve aviation/ground safety; and assist in meeting customer, local, state, host nation and federal safety and environmental laws and regulations thus protecting life (highest priority), property, and the environment. The Contractor's mission success is accomplished through employee safety training, risk management, trend analysis, documented policies/procedures, and periodic inspections to ensure safety and environmental compliance. Supporting the enhancement of accident prevention, the contractor will respond to the investigation of accidents and mishaps to determine causal factors and to make recommendations as to the mitigation of each causal factor. In response to natural or other identified safety related threats, the contractor will develop and manage a systematic, coordinated and effective published response procedure to help mitigate or lessen the severity of the identified threats to personnel and assets.

Logistics: The Contractor Logistics System will provide end-to-end supply chain support and planning for all contract activities. End-to-end supply chain support entails managing all logistics activities required to provide supplies and services from external

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suppliers (commercial and government furnished) to all customers. The Patrick Support Division (PSD) Director of Logistics will be the primary office of responsibility for providing visibility and control over logistics operations program-wide. The contractor is responsible for the execution of all requirements planning, procurement, transportation and inventory management and control functions in accordance with all contractor established programs, policies and identified contract standards. The contractor will utilize its MIS to provide management and accountability for all material. The contractor is responsible for ensuring all material data and transactions are accurate and maintained in the contractor's MIS.

**Property Management:** Contractor Property Administration will ensure management and accountability for all contractor acquired and government furnished property. The contractor will utilize its MIS to maintain accountability and record keeping of all property in accordance with FAR 45.5. The Program Manager will be responsible for ensuring that all personnel in possession of contract property adhere to contract requirements. The property management section at PSD will ensure that programs, policies and procedures are established to ensure proper acquisition, utilization, maintenance and disposal of contract property.

**Maintenance:** Contractor Aircraft Maintenance provides aircraft that are airworthy and meet required standards to support the INL Aviation program objectives. This support includes necessary personnel, equipment and maintenance management to satisfy flight hour program requirements for training and mission operations. The Maintenance Department supports the INL Aviation program by task organizing to satisfy specific operational site requirements. This includes direct aircraft maintenance support by contractor personnel as well as management and training to host nation (HN) and third country national (TCN) mechanics. At the Patrick Support Division the Maintenance concept of operations is based on supporting the INL Aviation flight hour program for flight training operations. The contractor will use the Hobbs meter or similar tracking device for tracking aircraft hours except on the UH-60.

The contractor MIS will track all aircraft records, equipment and/or major end-item, configuration management, and GFP equipment status to include, but not be limited to: TBO components, critical shelf life components, life support equipment, TMDE, inspection requirements, applicable Air Worthiness directives, ground support equipment, and a warranty program.

**Quality Assurance:** The Quality Assurance Department provides operational oversight of all areas through the use of internal and external audits/monitors, the Quality Deficiency Reporting (QDR) system and direct product quality inspections, all of which are structured around the quality management system. This department tracks operational performance measures and goals to ensure variances in established procedures are clearly identified and corrective actions defined to ensure the services provided to the customer are of the highest standards and continually enhance the overall mission of the Department of State Air Wing at CONUS and OCONUS locations.

**Security:** No first tier subcontracts will be issued to foreign or foreign-owned firms. Contractor will provide appropriate security safeguards for contractor personnel, contract material and infrastructure. The host nation provides physical security of facilities and personnel at forward operating locations (FOLs). The contractor is primarily responsible for security of contractor personnel to include security training, briefings, etc. as needed. Security training will be documented in training records or personal history files. Provide force protection assessments and recommendations at each MOB/FOL. Comply with applicable portions of DoD Defense Security Services and Diplomatic Security Directives, FMR 102-33, and DD254.

**Value Engineering:** Contractor will recommend improvements or modifications over the life of the contract that will enhance or increase the life of, and provide better compatibility with aircraft and associated equipment. Net acquisition savings resulting from an implemented Value Engineering proposal will be passed through to the US Government on a negotiated incentive cost sharing basis per FAR 52.248.1. The Value Engineering management process will use the same Integrated Systems Engineering (ISE)

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	Process as for other engineering change proposals except that each Value Engineering project will be identified as a Value Engineering project from the very beginning and all documents pertaining to it will be labeled accordingly.
2.A.1 1/25/2005	General Scope of Work: The contractor provides all program management, administration, operations, training, and logistical activities for safe, efficient, and effective operations across the spectrum of the program. The contractor will maintain the flexibility to perform with changing mission requirements; employ new and emerging technologies; establish effective performance standards and metrics; and, implement and maintain an MIS and QMS. The contractor will utilize Small, Small Disadvantaged, Woman-Owned, and Veteran-Owned Business Concerns. The order of precedence for regulatory guidance, will be the Contract, DoS Regulations and Directives, Federal and DoD Regulations and Directives, Industry Standards, Best Business Practices. This order of precedence delineates procedures contractor personnel will use while conducting operations affecting Government aircraft or other aircraft for which the Government assumes at least some of the risk of loss. Contractor's procedures, in conjunction with contractor Job Qualifications (Table 3-2), will be used to establish certification of contractor and host nation personnel to perform requirements as stated throughout the SOW.
2.A.2 4/12/2005	Where applicable, the contractor will establish local procedures for each country program to ensure the requirements of the contract are met. Local procedures will not be less stringent than those standards set forth in the major requirement.
2.A.3 1/25/2005	Services: Baseline services are described in this section. Aircraft fully mission capable (FMC) rates will be maintained at 80% or better (5 or more aircraft) and 75% (4 or less aircraft). FMC rates for UH-60 aircraft will be 75% minimum and C27 (4) four aircraft will be a 68% minimum.
2.A.4 1/25/2005	Definitions: Ref. Table 2-1 for Definitions pertinent to this contract.
2.A.5 1/26/2005	Existing Conditions: Overseas missions are often performed in nations under conditions that may be extremely hostile and/or in austere environments.
2.A.6 1/25/2005	Record Keeping: Records are maintained according to customer requirements, FAR 45.5 and best business practices. Specifically, maintenance recordkeeping is IAW AR 700-138, DA PAM 738-750, and DA PAM 738-751; aircrew training records are maintained IAW Department of State Aircrew Training Program and Operations Directives; Quality Records IAW best business practices/standards; Personnel and Human Resource recordkeeping IAW best business practices/standards. Recordkeeping for non-crewmembers will adhere to best business practices and ANSI standards.
2.A.7 1/25/2005	Hours of Operation: Management and administration are on call at all times (24/7).
2.A.8 1/25/2005	Safety Provisions: Safety of personnel is paramount. The contractor will implement and maintain a safety program across the spectrum of the Aviation Support Services Program that ensures that host nation and contractor personnel perform missions safely, especially considering the austere and hostile environments present. The contractor's goal is to continually improve the overall safety record.
2.A.9 1/25/2005	Acronyms and Abbreviations: Ref. Table 2-2 for acronyms pertinent to the contract.
2.B 1/5/2005	References: Contract performance and management will be in accordance with applicable portions of LOAs, MOUs listed in Section J Attachment J.3.5.2, Directives, Instructions, Manuals, and Regulations listed in Section J, Attachments J.3.6 and J.3.7 as well as references at Table 3-2.
2.B 1/5/2005	Personnel Qualifications: Ref. Job Qualifications Table 3-2; key duties/responsibilities; minimum acceptable qualification levels for each position by category for all managers and supervisors, safety, quality assurance, quality control, pilots, all mechanics

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(includes ground support equipment), production control, and procurement personnel.

2.B.1 Organizational Charts: Ref. Figures 3-1, 4-2, 5-1, 6-1, and 7-1.

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2.C.1 1/26/2005	Transition Execute the Transition Plan.	The transition period includes implementing INL Insight changes, Project Management and SeeSOR systems; innovative realignment of maintenance activities, vendors and suppliers; right sizing operations; phasing in new engineering functions; conducting physical inventories; identifying and turning in excess inventory; and completing development of metrics. The contractor will implement and conduct activities for all MOBs and FOLs according to the Transition Plan. See Volume II, Section 3.0, for Resourcing and Transition Plan.	1 Transition Plan	1. Adhere to Transition Plan schedule with no deviations of major milestones. 2. Costs will be within 1% estimate. 3. No more than five validated customer complaints per month.
2.C.2 1/26/2005	Deliver and execute Phase-Out Plan upon direction from government.	Furnish phase-in training for the incoming contractor; furnish services for up to 180 days; specify training program and dates for transfer of responsibility of each section, department, MOB, and FOL; retain as many personnel as required to maintain continuity and consistency in services; disclose personnel records as allowed by law; permit on-site interviews; and ensure the INL/A mission does not falter during phase-out. Phase Out Plan executed per Phase Out IMS for all MOBs and FOLs.	1. Phase Out Plan	1. No more than five validated customer complaints per month.
2.C.3 1/25/2005	Operations			
2.C.3.a 1/26/2005	Aerial Eradication Provide capability and perform aerial eradication missions established in designated countries.	Destroy illicit crop at 85% effectiveness rate. The contractor will maintain capability to spray illicit crops through use of mission capable aircraft and qualified personnel. Aerial eradication support will include all flight operations to support the mission to include interdiction, air assault, aerial transportation, SAR/MEDVAC, reconnaissance, and verification, disabled aircraft recovery and escort missions. Maintain capability to spray up to annually established goal of coca and opium poppy through CY 2007 and 75,000 of coca and 2,000 of poppy per calendar year thereafter.	CY05: 133,000 ha CY06: 118,000 ha CY07: 102,000 ha	1. The established annual goal of illicit crops will be sprayed and destroyed at a verified 85% or better effectiveness rate with a 90% or better confidence level.
2.C.3.b 2/14/2005	Manual Eradication Support Support host nation personnel to provide mission capable aircraft to assist the host nation's manual eradication missions.	The contractor provides oversight of host nation aircraft maintenance and advises/provides guidance to host nation personnel on USG maintenance standards. Other flight operations in support of manual eradication includes but is not limited to interdiction, air assault, aerial transportation, SAR/MEDEVAC, reconnaissance, aircraft recovery, and escort operations.	Flying hour program as established in each country	1. No more than 2% of aircraft scheduled for missions will be aborted due to aircraft availability.

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2.C.3.c 1/26/2005	Interdiction Provide and perform interdiction operations.	The contractor will provide aviation services and mission capable aircraft and/or mission qualified crews to support host nation interdiction missions.	Flying hour program as established in each country	1. No more than 2% of aircraft scheduled for missions will be aborted due to aircraft or crew availability.
2.C.3.d 1/26/2005	Air Assault Provide air assault support for troop movement into hostile fire zones.	Air assault into hostile fire zones includes [redacted] humanitarian assistance, and combatant and non-combatant evacuation operations.	As established in each country flight hour program	1. Zero (0) mission aborts.
2.C.3.e 1/26/2005	Aerial Transport of Personnel/Cargo Provide and perform aerial transportation of personnel and cargo to meet mission requirements.	The contractor will provide mission capable aircraft and crews to perform aerial transportation of personnel and cargo to meet mission requirements. Operations will include external load operations. Cargo and passengers are transported through the use of Commercial Air Transportation System (CATS) vendors to supplement GFP aircraft. CATS vendor will be vetted through the local Embassy. Verify CATS vendors are certified IAW host nation aviation authority or (at a minimum) ICAO regulations. Provide aircraft ferry flights as required. Comply with applicable portions of AR 95-20, DoS, FAA, ICAO standards.	As established in each country flight hour program	1. Maintain average aircraft space utilization at or above 80% for all flights. 2. No more than one (1) hour delay from scheduled take off time.
2.C.3.f 1/26/2005	SAR/MEDEVAC Provide and perform SAR/MEDEVAC missions.	Includes extraction and evacuation from remote and hostile areas. All eradication missions supported by SAR/MEDEVAC. Emergency Medical Technicians provide emergency medical treatment during recovery process. The security technicians provide air crew protection. Comply with applicable portions of AR 95-20, AFI 64-4, OEM, FAA, ICAO, DoD Standards and AFM 23-35.	As established in each country flight hour program	1. 100% of SAR/MEDEVAC mission support. 2. No more than 2% of aircraft scheduled for missions will be aborted due to aircraft or crew availability.
2.C.3.g 1/26/2005	Reconnaissance, Surveillance, and Verification Provide and perform reconnaissance, surveillance, and verification missions.	Provide mission capable aircraft and mission-qualified crews. Verify destruction of illicit crops with a 90% minimum confidence level within 21-60 days of herbicide application. Comply with US, host nation and EPA laws and regulations, Environmental Management Plan, FAA, ICAO standards. Includes monitoring and reporting, oversight of MDIS processes and compiling imagery and satellite products for analysis. Verification of destruction of illicit crops will be conducted by use of statistical sampling of sprayed illicit crops.	As established in flight hour program for each country	1. The verification accuracy of illicit crop destruction will be at a 90% or higher level of confidence.

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2.C.3.h 1/26/2005	Disabled Aircraft Recovery Provide and perform aircraft recovery.	Provide mission capable aircraft. Provide mission-qualified crews to perform disabled aircraft recovery operations including external load operations. Aircraft recovery operations will be performed within the lift capability of GFP aircraft. Aircraft will be destroyed, if required, in accordance with DoS approved SOP. Disabled aircraft recovery operations include locating, recovering, and/or destroying disabled aircraft located in hostile fire areas.	As established in each country flight hour program	1. No more than 2% of aircraft scheduled for missions will be aborted due to aircraft or crew availability. 2. Recovery actions will be initiated within two (2) hours of notification.
2.C.3.i 1/26/2005	Escort Aircraft Provide and perform aircraft escort missions.	Provide mission capable aircraft and mission-qualified crews. Comply with applicable portions of AR 95-20, OEM, FAA, ICAO, DoD standards ISSAs, MOUs, and LOAs. Host nation will provide command authority and gunners for missions. Armed escorts accompany all eradication and PCHP air assault and interdiction missions. Armed escort aircraft operations involve use of aerial armament sub-systems to provide suppressive fire during eradication, interdiction, SAR/MEDEVAC, combatant and non-combatant evacuation, and aircraft recovery operations.	As established by country flight hour program	1. No more than 2% of aircraft scheduled for missions will be aborted due to aircraft or crew availability.
2.C.3.j 1/26/2005	Contingency Operations Provide and perform contingency operation missions.	Provide mission capable aircraft and qualified crews. The contractor will, with a minimum of two (2) weeks notice, provide mission capable rotary-wing and fixed-wing aircraft and qualified crews to deploy from existing sites to perform duties in other regions or countries within the region. These missions could last up to three months and will require logistical support to perform flight operations. These flight operations could consist of aerial spray operations, reconnaissance and verification, or other aerial operations missions. Other contingency operations could include but are not limited to hurricane evacuations, natural disaster response, humanitarian assistance or representational events as directed by the COR.	Established within the flight hour program for each country	1. Respond to contingency deployments within two (2) weeks of notification. 2. Respond to emergency (humanitarian, natural disasters) flight operations within one (1) hour of notification.
2.C.3.k 3/11/2005	VIP Missions Provide and and perform VIP missions.	The contractor will provide support for VIP Missions with minimum notification (as little as 12 hours). The VIP missions will be flown within the existing flight hour program and could be any of the defined mission profiles to include but not limited to aerial or manual spray operations, aerial transportation, escort, etc. Normally these missions will be to carry high level government officials or for special demonstrations.	VIP missions will be flown within established country flight hour program	1. No missions will be aborted due to aircraft or crew availability. 2. VIP missions will take off within five (5) minutes of scheduled take off time.

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2.C.3.i 1/26/2005	Operations Mission Support (ALSE) Provide an Aircrew Life Support and Equipment (ALSE) program for designated host country and contractor personnel.	The contractor will perform operational mission planning to include ALSE program activities and maintain equipment to ALSE standards and all operations mission support in designated countries.	Quantities are identified in each country program	1. All on-hand ALSE will be maintained at not less than a 95% in commission rate. 2. No missions will be aborted due to lack of ALSE.
2.C.3.m 1/26/2005	Operations Mission Support (Intelligence Support) Acquire and provide intelligence and information for operational planning.	Provide spot reports and contribute to the intelligence database.	Continuous	1. Intelligence reports will be provided for all tactical missions. 2. Spot reports will be provided within one (1) hour.
2.C.3.n 1/26/2005	Operations Mission Support (Downed airman recovery) Provide downed airmen recovery activities (SERE).	The contractor will perform operational mission planning to include downed airmen activities (SERE).	Performed within the established flight hour program	1. Recovery mission will be generated within 30 minutes of notification. 2. No missions will be launched without downed aircrew recovery capability in place.
2.C.3.o 3/11/2005	Tactical Communications Provide and maintain tactical communications between PSD, FOLs, and MOBs to include flight following and command and control.	Tactical communications include a radio, telephone, or any available media in the area of tactical operations. The contractor will maintain tactical communications for flight following and command and control (aircraft-to-aircraft, air-to-ground, and ground-to-ground) to ensure mission accomplishment and safe operation.	24/7	1. 98% communications availability between PSD, FOLs, and MOBs. 2. 98% communications availability for air-to-air, air-to-ground, and ground-to-ground.
2.C.4 1/25/2005	Contractor Logistics Support (CLS)			
2.C.4.a 1/7/2005	Logistics			

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2.C.4.a.1 3/20/2005	Logistics Support Provide an operationally effective, cost-effective contractor logistical support system to support all State/INL activities including; forecasting, inventory control, procurement, repair, storage, distribution and disposal for all supplies and services, including weapons and munitions.	<p>The contractor will provide cost efficient inventory management of material that ensures availability of stock to meet all mission requirements at point of need, while controlling investment in inventory. This will be monitored through evaluation of the level of material spending in relation to the value of material issued and actual revenues generated to the contract through sale/salvage of excess material.</p> <p>The contractor will purchase supplies and services from commercial and government sources of supply (many of which are provided through Inter-Service Support Agreements and other USG functional agreements) to meet mission requirements. The contractor will provide budget projections for all purchases. The contractor will verify pricing and availability of all requisitions submitted for procurement through USG sources of supply. The contractor will ensure that procurement lead times are adequate to meet contract requirements and all requisite follow-ups and notifications are performed to ensure on-time delivery of services. The contractor will comply with USG (ITAR) and host nation customs requirements; forecast, purchase, account for and store CAD/PAD. Conduct supply operations in accordance with AR 710-2, DLAM 4145.2, and DA PAM 710-2. Where compliance with procedures is not applicable or feasible, the contractor will provide local written procedures that comply with the designated purpose or intent of the regulation. These procedures should be in accordance with best industry practices that comply with ANSI standards. The contractor Quality Manual will be used as the basis for strengthened logistics management and overall CLS.</p>	<p>1. 6000 purchase orders and 7500 MILREQ orders annually</p> <p>2. 150 OCONUS shipments monthly</p>	<p>1. No more than 2% of aircraft schedule for missions will be aborted due to availability of parts or supplies.</p> <p>2. No more than one (1) customs discrepancy per month. All frustrated (administratively held) cargo released within five (5) business days.</p> <p>3. Maintain ratio of total annual material purchase cost to material issue/sales value of + or - 10%.</p> <p>4. Maintain average composite NMCS rate of 5% for all aircraft.</p> <p>5. Maintain average stock effectiveness rate not less than 90%.</p>

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2.C.4.a.2 1/28/2005	Government Property and Services Manage, account for, control, operate, and maintain GFP IAW FAR 45.5 or 27.4 (as applicable). Inventory all property (100% inventory) annually.	Provide an operationally effective and cost effective system that ensures proper use of parts, processing request for procurement of materials and inventory tracking. All records and reports of property, to include physical and financial accountability, acquisition, utilization, maintenance and disposal information for material, special tools and special test equipment, plant equipment, personal property, real property, etc., will be tracked, maintained and visible to USG through contractor's MIS. Approved vendors are identified by a combination of purchasing and quality control audit visits. Comply with applicable portions of AR 710-2, DA PAM 710-2-1 & 2 and FAR 45.5 or 27.4.	53,187 line items of stock inventory 25,776 line items of property book items	1. Maintain 100% annual inventory with 98% accuracy and no violations of FAR 45.5. 2. 100% of property will be on accountable property records within 48 hours of receipt. 3. Loss, Damaged or Destroyed Investigation Report will be provided to USG within 45 days of incident.
2.C.4.a.3 1/28/2005	Manage Controlled Items Identify, manage and secure sensitive and controlled items ( i.e., weapons, sensitive/pilferable items, etc.) in accordance with DLAM 4145.2.	All controlled items will be returned to Patrick Support Division for disposal in accordance with the FAR and established procedures. The contractor will immediately notify the USG when any sensitive item is unaccounted for. The USG will conduct a report of survey. The contractor will conduct a 100% serial number inventory of sensitive material quarterly. Accountability will be maintained daily.	50 line items per month	1. Zero (0) discrepancies on sensitive/controlled items inventory. 2. No major finding on security inspections. 3. The USG will be notified of unaccounted for sensitive items not later than close of next business day.
2.C.4.a.4 4/12/2005	Warranty Program Provide and manage a Warranty Program that includes materials and equipment purchased, repaired, and overhauled from external vendors and suppliers Establish and manage warranty program for in-house repairs / overhauls	In the case of warranty issues, the contractor will coordinate the process of returning materials to vendor or internal back shops, and ensure both external and internal assets requiring warranty services are processed IAW warranty program.	120 warranties per year	1. Zero instances of failing to identify or voiding a warranty claim due to administrative process. 2. Disposition of all external/internal claims within 30 days of part, component or item failure. 3. Submit QDR report within 24 hours of part, component or item failure.
2.C.4.b 1/25/2005	Program Maintenance			

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2.C.4.b.1 2/24/2005	<p>Program Maintenance</p> <p>Perform scheduled and unscheduled maintenance on all aircraft, aircraft components and sub components and aircraft related equipment in accordance with OEM/MIL Standards and record all actions according to DA PAM 738-750 (non-tactical COMSEC support, ATC equipment, and NAVAID for use in National Airspace System and Federal Aviation Administration), DA PAM 738-751 (aircraft and aviation), and AR 750-1 (Army materiel maintenance and depot activities). Maintenance will include all levels of maintenance (to include depot). Maintenance activities include repair, battle damage repair, overhaul, and modification of:</p> <ul style="list-style-type: none"> <li>a. Aircraft</li> <li>b. Aircraft major components and sub-systems</li> <li>c. Special mission equipment</li> <li>d. Ground support equipment</li> <li>e. Vehicles</li> <li>f. Management information systems</li> <li>g. Telecommunication services</li> </ul>	<p>Aircraft released for flight will be airworthy and meet required standards. Contractor will establish policies and procedures for test flights, inspections and maintenance management according to TM 1-1500-328-23. Contractor will use FM 3-04.500 as the guidance reference manual for development of the maintenance program.</p>	65,000 Job Control Numbers (JCN) per year	<ol style="list-style-type: none"> <li>1. No more than 2% of aircraft scheduled for missions during monthly reporting period will be aborted due to required maintenance; special mission equipment availability; ground support equipment availability; ground support vehicle availability.</li> <li>2. USG will have 100% maintenance activity information/data through MIS availability.</li> <li>3. Less than 2% rework required for any repair.</li> <li>4. 95% in-commission rate for all aircraft support equipment.</li> <li>5. No test flights performed without being correctly documented.</li> <li>6. No aircraft will be released for missions without having required test flight completed.</li> </ol>
2.C.4.b.2 3/30/2005	<p>Controlled Substitution Program</p> <p>Develop and manage a Controlled Substitution program IAW the general guidelines established in AR 700-138 and AR 750-1 to keep controlled exchange to a minimum.</p>		<p>8/aircraft type</p> <p>4/specific aircraft/month</p>	<ol style="list-style-type: none"> <li>1. Less than eight (8) controlled exchanges per aircraft type during each monthly reporting period and no more than four (4) per specific aircraft.</li> <li>2. No controlled substitutions that are not correctly recorded/properly annotated in appropriate contractor MIS, including controlled exchanges of serviceable materials from unserviceable components.</li> <li>3. No controlled exchanges of sub-components from unserviceable or serviceable uninstalled components/assets without prior USG Maintenance Manager approval.</li> </ol>

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2.C.4.b.3 2/14/2005	Deferred Aircraft Maintenance Discrepancies Manage deferred aircraft maintenance discrepancies. Comply with DA PAM 738-751.	All aircraft discrepancies will be recorded immediately and all deferred maintenance will be performed as soon as practical.	3,200 discrepancies per year	<ol style="list-style-type: none"> <li>1. No more than 5% of maintenance discrepancies per aircraft deferred over 48 hours without disposition.</li> <li>2. All known discrepancies will be recorded on aircraft forms as they are discovered, not to exceed the end of the flight or the completion of maintenance action.</li> <li>3. No instances of Red-X type, grounding tasks/discrepancies being deferred or the aircraft being flown without following the procedures outlined in DA PAM 738-751 for clearing those type of conditions.</li> </ol>
2.C.4.b.4 1/26/2005	Aircraft Phase Flow and Maintenance Manage aircraft Phase flow and maintenance requirements. Comply with DA PAM 738-751.	Contractor will manage aircraft phase maintenance requirements and flight hour program to maintain a designated bank time amount above a predetermined level for specific aircraft type/category.	Minimum 1 phase inspection/aircraft/year Approximately 163/year	<ol style="list-style-type: none"> <li>1. Aircraft bank time available through contractor MIS with source documents updating Phase flow charts entered NLT 1000 hours local time with the daily aircraft status report.</li> </ol>
2.C.4.b.6 3/11/2005	Armament Systems Maintain and store aircraft armament sub-systems, small arms, munitions, and pyrotechnics. Comply with DoD standards.	Examples of aircraft armament sub-systems include		<ol style="list-style-type: none"> <li>1. 95% in-commission rate for all weapons.</li> <li>2. Zero (0) aborts of scheduled aircraft mission due to availability of weapons.</li> </ol>
2.C.4.b.7 1/26/2005	Special Tools and Special Test Equipment (STSTE) Maintain and inspect all Special Tools and Special Test Equipment (STSTE) according to OEM/MIL Standards.		2,220 STSTE items maintained	<ol style="list-style-type: none"> <li>1. No mission aborts, failures, incidents or accidents due to lack of or improper use of STSTE.</li> <li>2. No incidents of using STSTE that is overdue inspection.</li> <li>3. Maintain a 95% in-commission rate for STSTE.</li> </ol>
2.C.4.b.8 1/26/2005	System and Component Repair or Replace Analysis Contractor will evaluate repairs or overhaul of components using established method for determining maintenance expenditure level.	The maintenance expenditure level program will closely monitor aircraft components and sub components to ensure efficient life cycle costs.	1,400 repairable components annually	<ol style="list-style-type: none"> <li>1. No instances of components and sub components being overhauled or repaired without being evaluated and recorded.</li> </ol>

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2.C.4.b.9 1/26/2005	Ground Support Equipment Maintain and inspect all ground support equipment (GSE) IAW appropriate OEM/MIL Standards.	Maintenance, accountability and recordkeeping of all GSE will be captured in the contractor MIS according to DA PAM 738-750.	2,500 GSE items maintained	<ol style="list-style-type: none"> <li>1. No mission aborts, failures, incidents or accidents due to lack of, improper use of, or operation by untrained or unqualified personnel of GSE.</li> <li>2. No incidents of using GSE overdue for inspection.</li> <li>3. Maintain a 95% in-commission rate.</li> <li>4. No incidents of GSE not being managed in the contractor MIS.</li> </ol>
2.C.4.c 3/11/2005	Quality Control <ol style="list-style-type: none"> <li>1. Provide a quality control program for aircraft, aircraft related equipment, and vehicles.</li> <li>2. Provide and maintain a technical library that includes development and updating of manuals as updated procedures are developed or engineering changes are performed.</li> <li>3. Comply with applicable portions of AFI 21-101, FAA, DoD, and OEM directives/standards.</li> </ol>	Quality control for maintenance includes all functions and activities such as scheduled and unscheduled technical inspections and special inspections. QC activities include aircraft forms and records, technical publications management, aircraft maintenance related services, and maintenance of a technical manual library. Aircraft technical manuals are maintained according to the standards to which they were published. TM 1-1500-328-23 will be used for development of policies and procedures. FM 3-04.500 will be used as a reference guide for program development. DA PAM 25-33, Users Guide for Army Publications and Forms, will be utilized to formulate the publications ordering and distribution system. (See paragraph 5-5 of AR 25-30 as to the requirement.)	1 Quality Control Program	<ol style="list-style-type: none"> <li>1. QDRs dispositioned within 72 hours.</li> <li>2. No instance of aircraft released for flight without all known aircraft discrepancies properly recorded and dispositioned.</li> <li>3. All Safety of Flights, Directives, Service Bulletins, Aviation Safety Action Messages and Airworthiness Directives will be documented in the aircraft log books and historical records within 72 hours of receipt.</li> <li>4. All Safety of Flights, Directives, Service Bulletins, Aviation Safety Action Messages and Airworthiness Directives will be complied with and completed no later than required completion date.</li> <li>5. No maintenance will be performed without updated technical manuals available.</li> </ol>
2.C.4.c.1 3/11/2005	Test Measurement Diagnostic Equipment (TMDE) Provide a TMDE program.	All equipment will be managed and updated in the contractor MIS.	TMDE program	<ol style="list-style-type: none"> <li>1. No mission aborts, failures, incidents or accidents due to lack of or improper use of TMDE.</li> <li>2. No incidents of using TMDE that is overdue inspection.</li> <li>3. Maintain a 95% in-commission rate for TMDE.</li> </ol>
2.C.4.c.2 1/26/2005	Historical Aircraft Database Provide a historical database on critical components and sub-components for maintenance actions tracking, trend analysis, safety of flight, repair and life cycle cost.	Comply with applicable DoD standards and aircraft TOs.	1 Maintenance Support database	<ol style="list-style-type: none"> <li>1. Database updated no later than one (1) business day from maintenance being performed.</li> </ol>

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2.C.4.c.3 3/11/2005	FOD Program Provide a FOD Prevention Program. Comply with AR 95-20.	FOD and tool control will be in accordance with AR 95-20.	1 FOD Program	1. Zero (0) mission aborts due to FOD incidents. 2. All FOD incidents reported within 12 hours of incident. 3. Zero (0) recurrence of same type of FOD incident.
2.C.4.d 1/26/2005	CLS - Reporting and Recordkeeping Provide an MIS, accessible to the USG that allows continuous and up-to-date accountability, tracking, and status on the CLS processes and assets.	The contractor MIS will track all aircraft records, equipment and/or major end-item configuration management, and GFP equipment status to include, but not be limited to: TBO components, critical shelf life components, life support equipment, TMDE, inspection requirements, applicable Air Worthiness directives, ground support equipment, and warranty program.	24/7	1. Data current in MIS within 24 hours. 2. No more than one customer complaint per month. 3. Identified data errors corrected within 24 hours of notification. 4. MIS to produce reports with 100% accuracy.
2.C.5 1/28/2005	Engineering Support			
2.C.5.a 3/20/2005	Configuration Control Provide and manage a Configuration Control Program.	The contractor will use a standardized process for tracking configurations/modifications and maintaining fleet configuration. The contractor will maintain an up-to-date database of all aircraft and associated flight support equipment. Recommended changes to configuration will be submitted to the USG for approval. New modifications, upgrades or improvements that change the original configuration will be processed through the Integrated Systems Engineering (ISE) Process depicted in Fig 7.2.2.1.1-1. Configuration control is managed IAW Engineering Standard Operating Procedures. These standards are based on precepts from MIL-HDBK-61 and ANSI/EAI-649. All subcontractors chosen to deliver engineering products or services will comply with the processes and standards outlined above.	One (1) Configuration Control Program Configuration Control for 163 aircraft and related GSE	1. Aircraft will have no deviation from accepted configuration. 2. No modifications will be applied to any aircraft without going through configuration control process.
2.C.5.b 1/26/2005	Research and Development Provide required research and engineering analysis to develop and maintain or improve aircraft air worthiness standards for all aircraft systems; improve aircraft and subsystems availability.		One (1) R&D Program	1. Recommended improvements or modifications will reduce annual cost of system to USG by 2% or more, increase life expectancy by 5% or more, or will increase efficiency by at least 2%.

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2.C.5.c 1/26/2005	Infrastructure Construction Analyze requirements, develop, design, and propose required temporary infrastructure to meet emergency, contingency, temporary duty, or other mission requirements. Construct infrastructure upon USG approval.	The temporary infrastructure will be built to meet all applicable FAA, other Federal Agencies, original equipment manufacturer and/or military construction standards. Temporary infrastructure may require construction or installation of equipment and materials and/or services.	6 temporary infrastructure constructions/year	1. Infrastructure completed on schedule. 2. Infrastructure completed at or below negotiated cost.
2.C.5.d 1/26/2005	Other Engineering Support Provide engineering support for communication, information systems, ground support equipment, special mission equipment and facilities.		One (1) Engineering Support Program Including IT/Communications plan	Disposition of engineering support requests within 24 hours.
2.C.6 3/30/2005	Quality Assurance Provide and maintain a contract quality assurance program.	The contractor will develop and provide a quality assurance plan to monitor and document compliance with all contract requirements. The contractor quality program will focus on quality management to meet or exceed customer expectations as identified in the performance measures of the contract. The contractor will perform inspections and provide inputs to USG quality assurance management information system (SeeSOR).	One (1) Quality Assurance Program 13,000 Inspections/Audits annually	1. All external and internal audit findings will be documented in the quality management system within five (5) business days. 2. No more than two (2) delinquent audits per month. 3. No audit delinquent more than one (1) month. 4. No repeat findings on major requirements. 5. Corrective actions for deficiencies will be initiated within 48 hours and status will be updated at least monthly.
2.C.7 1/7/2005	Training			

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2.C.7.a 3/30/2005	Host Nation Training Identify, develop and provide a comprehensive training program for host nation personnel for nationalization, continuation training and steady state operations of the INL aviation program.	<p>Identify deficiencies and work with the USG to develop a training program to rectify the deficiencies. The contractor will supplement or complement formal training the host nation personnel may have already received. Training and certification will encompass all operations and maintenance functional areas. The contractor will supplement formal training with an OJT program and formal/informal professional development training. Currency of qualifications and certifications will be maintained IAW the applicable ATM, directives, maintenance plan, technical manuals, and QC plan. Training will be conducted in the host nation language. DoS GATs training manual standards will be used in flight crew training development. A training report will be provided at least quarterly.</p> <p>Non-flight training consists of maintenance training, certification training and other mandatory one-time and recurring training required by the contract or other applicable agency or directive. Non-flight training may be conducted at CONUS sites by contractor personnel and at selected OCONUS sites by contractor personnel or host nation personnel with contractor technical oversight. Non-flight training will conform to an acceptable military or ANSI standard.</p>	One (1) host nation training plan/schedule	1. 100% of training completed IAW within approved Training Plan/Schedule.

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2.C.7.b 3/11/2005	<p>Contractor Training</p> <ol style="list-style-type: none"> <li>1. Certify personnel skills, equipment, and material to meet requirements of work to be accomplished.</li> <li>2. Maintain aircrew member training records IAW DoS Aircrew Training Program Operations Directives.</li> <li>3. Maintain all other training records to an acceptable industry standard.</li> </ol>	<p>Training and certification requirements encompass all functional areas. Non-aircrew training records will be maintained IAW best industry or military standard. The contractor will review training standards quarterly. SERE training and weapons training provided for contractor personnel in Colombia. SERE/weapons training/certification provided prior to personnel participating in any SAR/MEDEVAC supported mission. Training is provided annually thereafter. Contractor will verify and maintain mechanics', quality control and technicians qualifications, skill levels, and technical comprehension through an Initial Hire Evaluation, Annual Mechanic Qualification Evaluations (AMQE), and Maintenance Rework Evaluations. Newly hired mechanics, quality control and technicians will successfully complete a standardized Initial Qualification Evaluation which will include verification of training, experience, and licensing and a written, oral, and practical examination as a condition of employment.</p>	<p>1 Contractor Training Program 1 training record maintained per employee Records maintained on approximately 1,000 contractor personnel One (1) annual review</p>	<ol style="list-style-type: none"> <li>1. All contractor personnel will be fully qualified and certified for the position they occupy and for the task performed.</li> <li>2. All training records will be current and reflect job requirements, skill level certification, and training.</li> </ol>

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2.C.8 2/14/2005	<p>Safety (Host Nation and Contractor)</p> <p>1. Implement a comprehensive safety program that complies with acceptable industry and Government practices [Public Law 91-596 (OSHA Act), Executive Order 12-198].</p> <p>2. Continually seek to improve the safety record over the life of the contract.</p>	<p>The contractor will provide a comprehensive safety program which includes aviation safety, FOD Prevention, weapons and munitions safety, and occupational safety and industrial hygiene, including hazard communication. The contractor will use and follow industry best practices, USG Directives, State Directives for reporting and investigating injuries and incidents. The contractor will establish and maintain a safety program that tracks known hazards, deficiencies, and identified areas of improvement, reports aircraft accident facts, and assists with investigations. The contractor will track aircraft-related incidents according to the number of hours flown. The contractor will track other safety incidents according to man-hours worked. The contractor will establish and maintain a system safety program to classify, evaluate, and track hazards during all phases of program and accident/incident investigation, and maintain a risk management file. Address and track aircraft related incidents separately from all other incidents. Prepare and submit incident reports to USG in a timely fashion. Cooperate with and assist USG personnel who conduct an investigation of aircraft accident until investigation is complete.</p> <p>The use of NTSB aircraft incident reporting criteria is explained in DoS Air Wing Safety Directives and Guidelines. OSHA injury and illness rates are normally reported by Incident Rate Experience (IRE) as explained on OSHA Form 300.</p>	One (1) Safety Management Program	<p>1. 6.0 or less NTSB reportable accidents per 100,000 hours flown in the first contract year.</p> <p>a. 5.5 of less NTSB reportable accidents per 100,000 hours flown in the second contract year.</p> <p>b. 5.0 or less NTSB reportable accidents per 100,000 hours flown in the third contract year.</p> <p>2. 75.0 or less human factor related Aviation incidents (operations with intent to fly) per 100,000 hours flown.</p> <p>3. 4.5 or less reportable OSHA recordable injuries and/or illnesses per 200,000 man-hours worked.</p> <p>4. 27.5 or fewer incidents per 200,000 man-hours worked excluding 1. and 2. above (all others).</p> <p>5. A mean reduction from the baseline incident rates identified in 2., 3., and 4. above across the life of the contract.</p> <p>6. USG will be notified telephonically within two (2) hours of an incident involving serious personal injury, fatality, safety of flight, or structural damage to aircraft.</p> <p>7. Incident reports will be provided to USG within 24 hours.</p> <p>8. No deviations from safety directives.</p>
2.C.9 1/26/2005	<p>HAZMAT/Environmental Compliance</p> <p>Develop, implement and oversee a HAZMAT/Environmental program. Comply with 40 CFR 261, 262, 29 CFR 1910.120, 1200 and HAZWOPR.</p>	<p>Environmental compliance activities include management of hazardous waste at each site, proper disposal through USG approved channels, and spill response. The contractor's HAZMAT program conforms to applicable instructions in federal, state, local, base, host nation, and international/territorial standards for HAZMAT. The contractor will ensure refueling and chemical operations comply with environmental policies. The contractor will provide oversight of host nation personnel to ensure compliance with all environmental laws, policies and directives during refueling and chemical operations.</p>	One (1) HAZMAT/Environmental Compliance Program	<p>1. Corrective action of HAZMAT/Environmental incidents will be initiated immediately after occurrence.</p> <p>2. Any incidents will be reported to the USG within 24 hours.</p> <p>3. No violation of HAZMAT/Environmental standards.</p>

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2.C.10 1/26/2005	Security Clearance Requirements 1. All US contractor personnel must pass and possess a NAC prior to hire. 2. Mission-critical contractor positions require SECRET security clearance by position number. 3. Non-US contractor personnel must possess Embassy clearance. 4. All contractor personnel will fail under host nation Embassy and must abide with applicable travel policies. Comply with applicable portions of DoD Defense Security Services Directives (DS Standards) and 41 CFR 102-33.	Security training will be documented in personnel training records or personal history file. Security clearances will be documented in personal history files. Ref. Job Qualifications Table 3-2 for security clearance requirements. All individuals removed from contract for failure to attain proper clearance shall be removed at no cost to the government.	One (1) Security Management Program Personal history files - maintained on approximately 1,000 contractor personnel	1. 100% US contractor personnel are cleared through NAC. 2. 100% contractor personnel designated by the COR possess DoS SECRET clearance prior to contract performance. 3. 100% of non-US contractor personnel cleared through Embassy RSO (non US). 4. No instances of non-compliance with Embassy Restricted Travel Policy and other security rules, policies, and procedures.
2.C.11 3/30/2005	Information Technology 1. Provide Information Technology (IT) support to contractor and Government personnel, including seat management for up to 103 Government personnel located at various sites. 2. Provide an integrated management information system (MIS) capable of providing required reports/information necessary to properly manage contract throughout the term of the contract. 3. Provide voice and data communication.	IT support includes unclassified telecommunications, data processing, and computer systems that are secure, reliable, and flexible enough to meet current and expanding needs of program. Seat management for USG personnel includes the unclassified and SBU system support. Data storage for all program data will be exportable to a common export file format. The contractor will comply with procedures and standards required by FIPS, National Institute of Standards and Technologies (NIST), and AR 25-1. The MIS will be accessible by USG personnel at all times. Scheduled system maintenance will be performed during non-peak hours. All user's help tickets will be visible to all users.	One (1) IT Management Program One (1) IT Management Plan One (1) IT Security Plan Annual update to IT/Security Management Plan One IT Configuration Control Program plan	1. 100% compliance with seat management standards; deviations will be corrected within one (1) business day. 2. Contract management reports/information will be available to contractor and USG personnel 24/7 with MIS availability rate of 98%. 3. Voice and Data Communication Services provided with 98% availability at MOBs, FOBs and FOLs. 4. All help desk service requests should be dispositioned within one business day.
2.C.11.a 2/24/2005	Contractor will maintain all active and archived data readily available to the USG in either an online or archived version according to the standards identified in Contractor's procedure.		Data Archival Policy 365 annual database backup actions	1. Active and archived data availability procedure will be available online at all times. 2. Contractor will operate according to its procedure 100% of the time. 3. Archived data will be available in the timelines dictated by the procedure 100% of the time.

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2.F.1 1/26/2005	Records, Reports, and Deliverables: Management Activity Reports Provide and maintain a reports management system and database.	Provide immediate access to all database and management reports used for the day-to-day contractor management activities. The database and reports will include but is not limited to aircraft, property and personnel incidents, aircraft maintenance activity, aircraft flight activity, spray activity, aircraft battle damage, intelligence activity, training activity, material movement, personnel movement and accountability, material inventory, property account activity, preventive action, corrective action, audits, customer complaints, cost, etc. Security will be provided to sensitive databases such as intelligence and cost data. Aircraft mishap and personnel injury will be reported to USG personnel immediately by telephonic means, followed by written reports as prescribed in safety and operations directives.	One (1) reports management system with database	1. Database and reports will be available to USG 24/7. 2. Data will be 100% accurate. 3. Administrative errors will be corrected within one (1) working day.
2.F.2 1/26/2005	Records, Reports, and Deliverables: Management Reports Provide periodic management reports and contract proposals.	Provide the minutes of all formal and semi-formal meetings between USG and contractor personnel, such as weekly meetings and progress reviews. Other reports include the results of audits, corrective actions and follow-up activities, trend analysis, monthly maintenance reports, monthly reconnaissance and verification reports, configuration control board reports, engineering reports, etc. These reports are generally historical in nature and used for immediate and long term planning as opposed to daily management. These reports will be made available in the MIS. Minutes of USG/contractor meetings will be coordinated with USG within two (2) business days following a meeting and approved by USG prior to posting to MIS.	Three (3) reports per week	1. Reports will be accessible to USG 24/7. 2. Data will be 100% accurate. 3. Administrative errors will be corrected within one (1) working day. 4. Proposals will be fully supported and justified by contractor database.
2.F.3 4/12/2005	Records, Reports, and Deliverables: CDRLs Provide the following CDRLs: FAIRS Report, Eradication Report, Cost Report, Aircraft Reporting, Verification Report, and Training Report.	The contractor will provide stated CDRLs with 100% accuracy. Detected inaccuracies/errors will be corrected within three (3) business days by submitting change pages to CDRLs. CDRLs will be available in the database to USG 24/7. Reporting aircraft readiness and calculating readiness rates will be in accordance with AR 700-136 dated 16 September 1997.	Six (6) CDRLs	1. CDRLs will be 100% accurate and delivered on time.
3.A 3/20/2005	General Requirements The contractor provides services to the DoS Air Wing per the requirements stipulated in the SOO and this Statement of Work. The contractor primarily renders services in the areas of flight and ground training for Host Nation and contractor personnel; aircraft maintenance, refurbishment, and modification; component repair, overhaul, and modification; logistics, engineering, and associated CONUS/OCNUS support services. Aircraft shown in Table 3-1 are used to accomplish training missions.			

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Management: Management of contractor functions and oversight will be performed through the review and analysis of mission data and operations reports, ensuring compliance with applicable portions of ICAO, FMR 102-33, AR 95-20, ISSAs, MOUs, LOAs, the FARs, and the requirements of the contract. The Program Director (PD) will direct written policies and procedures for all operations missions planning. The Program Management Office (PMO) will audit for compliance. Metrics for established operations functions will be reviewed and refined on a regular basis. Country clearance requests will normally be made a minimum of 12 working days prior to travel. Coordination will be made through DS/IC/PSS for security clearance verification and coordination shall be made through DS/SP/INB for NAC verification for US citizens and through the appropriate Regional Security Office (RSO) for foreign nationals' name checks.

Program management for all functional areas will be provided from Patrick Support Division in regards to the INL Aviation Program.

Concept of Operations: PSD operations activities include oversight of OCONUS activities, mission support, operational mission planning, limited operational mission execution on a contingency basis, and post-mission analysis for both fixed-wing and rotary-wing operations. Approved operational missions may include aerial transportation, SAR/MEDEVAC, disabled aircraft recovery, maintenance test flights, and analysis of aerial reconnaissance/surveillance/verification data provided from remote (satellite) and OCONUS platform sources. Contractor personnel perform applicable missions with occasional participation by government personnel. Operations support consisting of aviation life support equipment program management, aircraft/personnel clearance support, operational mission planning/review and planning cell support, downed airmen activities (survival/evasion/escape procedures), and tactical communications for local and OCONUS ferry flights are conducted from PSD by contractor personnel.

Training: Formal aircrew (flight) training to enable aerial mission performance by contractor or host nation personnel is conducted from PSD or other CONUS location IAW the provisions of the INL/A Operations Directives, the INL/A Guide to Aviation Training and Standardization, and the respective INL/A Aircrew Training Manuals. Aircraft qualification training may be conducted at PSD with advanced mission training such as mountain spray mission training conducted at selected CONUS sites. Non-flight training for contractor personnel consisting of maintenance training, certification training and other mandatory one-time and recurring training required by the contract or other applicable agency or directive will likely be conducted initially at PSD for all contractor personnel, and on a recurring basis for those personnel permanently assigned to PSD. Mission-specific non-flight training for contractor personnel may also be conducted at selected OCONUS sites.

Program Planning: Provide future program planning. Planning cell support provided 2-3 times per year to provide recommendations for intermediate planning (2-6 months into the future) and long-term planning (6-18 months into the future). Convene planning cell to review and provide recommendations for all future functions with emphasis on impact of program expansion, tactics development, and additional aircraft purchases. Comply with FMR 102-33 and FAR 45.5.

### Scope of Work:

USG facilities are available for use at Patrick AFB. Contractor's PMO will be co-located at PAFB. The contractor provides all management and administration functions necessary for safe, efficient, and effective operations of the MOB located at Patrick AFB, FL, henceforth called the Patrick Support Division (PSD). Management and administration functions include the programmatic application of best military and commercial practices in all functional requirement areas. In addition, best industry practices will be applied in the areas of business management, human resources, finance, accounting, and administration. The contractor will provide an integrated MIS with Web-based access to the USG. Program Managers at the PSD maintain

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3/30/2005

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- 3.A.2 system-wide management authority across the spectrum of the Aviation Support Services Program.  
Services. Services unique to PSD are described in this Section.
- 3.B Ref. Job Qualifications Table 3-2. The PSD Job Justifications are in Figure 3-1.

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3.C.1 1/7/2005	Operations			
3.C.1.a 1/26/2005	Aircraft Ferry Ferry aircraft from overhaul/storage facilities to final destination.	Comply with all DoS operations directives. Comply with FAA and ICAO standards.	6 missions/year within the established flight hour program	1. Complete operations within two (2) weeks of notification.
3.C.1.b 1/26/2005	Contingency Operations Provide for hurricane evacuation, natural disasters, accident responses, and representational events (i.e., air shows) as directed by COR.		4-5 missions per year within the established flight hour program	1. Contractor will initiate response to USG direction within 12 hours of notification.
3.C.2 1/26/2005	Contractor Logistics Support Provide logistical support to download and upload Bolivian C-130 and support DoD transportation movements.	Comply with appropriate service directives for storage and transportation of weapons, munitions, and pyrotechnics. Comply with applicable portions of FAR 45.5, FAA, ICAO, and DoD standards.	One (1) FAB aircraft supported/month; Support seven (7) DoD transportation movements a year	1. No delayed departures due to lack of cargo load or movement support.
3.C.3 1/28/2005	Training Provide program oversight, management, aircrew standardization, and training of all contractor and host nation personnel.	The contractor will provide flight and ground training in rotary- and fixed-wing aircraft for host nation and contractor personnel, to include crewmembers, maintenance, repair, modification, and other support services. Training for crewmembers will be according to the INL Aircrew Training Program. Training for non crewmembers will be provided and documented according to accepted business and ANSI standards. Contractor will provide training standardization for the entire program from PSD. Contractor will provide a Master Training Program for all personnel. A training report will be provided quarterly at a minimum.	Training Plan/Schedule	1. 100% of training completed and documented IAW approved Training Plan/Schedule.
3.C.4 4/12/2005	Information Technology Provide real-time interface for USG personnel to Contractor MIS and database. Provide seat management support for 41 Government Personnel Comply with applicable portions of FIPS.	Support for all authorized personnel.	One (1) IT Support Program Seat management for 41 USG personnel	1. 98% availability of connectivity services for MOB location.
4.A 3/30/2005	General Requirements: The Aviation Support Services Program supports the US Embassy Country Team and NAS Bogotá in assisting the Government			

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of Colombia in the curtailment of the supply of illegal drugs from Colombia to the United States. Direct program support is provided to the Colombian National Police (CNP) for eradication of illicit drug crops and to the Colombian Army (COLAR) in the interdiction and curtailment of illicit drug activities that includes support of the Colombia Infrastructure Security Strategy (ISS) and protection of the Caño Limón pipeline. The contractor is limited to a presence of no more than 233 US citizens in country on any given day.

Contractor crewmembers will be provided GFP-issued weapons while performing flight duties.

Contractor will not direct use of lethal force.

Flight standardization personnel ensure all INL operational requirements are being accomplished according to established standards by conducting ground and flight training as well as maintaining oversight of training and standardization issues IAW INL ATP.

### Concept of Operations:

#### Aerial Eradication

Operations in Colombia concentrate on the main objective of aerial spraying of coca and poppy crops with herbicide. Normally three to five missions of three to seven spray and three helicopter aircraft are planned on a daily basis. Aircraft used in the eradication mission are the AT-802s, T-65s, OV-10s and UH-1Ns. The exact mix and numbers of personnel deployed depends on the number of aircraft planned, flying program, and other tasking parameters. The standard contractor supported mission consists of the spray aircraft in formation, a SAR cover helicopter aircraft and two helicopter escort aircraft. The CNP provides a Mission Commander, copilots and gunners for the spray operation helicopters. Only the CNP mission commander, CNP copilot or other CNP officer may direct the use of lethal force. The contractor provides Pilots-in-Command (PIC) for the OV-10s and AT 802s and T-65s and for the helicopter escort aircraft for the OV-10s and AT 802s. The contractor provides all crewmembers for the SAR/MEDEVAC, except for gunners, for the OV-10 and AT 802 spray packages. The T-65 spray package escort and SAR helicopters are made up entirely of CNP personnel. The escort and SAR helicopters are CNP owned and operated aircraft. SAR/MEDEVAC personnel provide search and rescue of aircrews and medical support for all aerial eradication operations. The COLAR occasionally provide support to the aerial spraying program. USG annual eradication goals will be provided approximately three months in advance, based upon a calendar year.

#### Plan Colombia Helicopter Program

The PCHP is a nationalization program to train host nation personnel in operations and maintenance. The USG goal is to replace all contractor pilots and mechanics with trained Colombian Army personnel. Operations are based at Tolemaida with deployments to three FOLS and surge capability to a fourth site. Contractor host nation or TCNs personnel perform tactical operations with host nation active duty personnel. Colombian Army (COLAR) aircrews operate the aircraft that conduct tactical operations using rotary-wing ship assets to support battalion-sized movements of ground troops. These aircrews are supplemented by contractor pilots until sufficient COLAR crews are trained. The COLAR forces conduct interdiction/security operations. These missions include but are not limited to interdiction, air assault, troop transport, gunship escort aircraft and short term deployments (1 to 2 weeks) for high value targets.

#### Training

The contractor will provide all training to ensure safe operations of eradication and COLAR operations. Eradication training will generally consist of training helicopter pilots, T-65 mechanics, gunners and SAR crewmembers. COLAR training will include

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training for all crewmembers and mechanics in a systematic approach that will ensure transfer of operations and maintenance to the Colombian Army. System Qualification training is accomplished by employing OJT training using aircraft specific Task Books. OJT and Task Books provide a systematic checklist approach under direct supervision of an A&P licensed, qualified Technical Advisor experienced on that aircraft. Training, qualifications and currencies will be tracked in the contractor MIS training module. The contractor will provide a training plan that will be updated quarterly with progress reports provided monthly.

Host nation and TCN contractor mechanics, quality control and technicians will be formally trained and possess either an FAA A&P license or their current host nation equivalent. All contractor mechanics, quality control and technician personnel will be tested to verify minimum qualifications. These personnel will be recertified annually. Eradication mechanics, technicians and quality control personnel will possess and maintain an A&P license.

Contractor Training: Two positions will be added to facilitate new training procedures; a bilingual fixed-wing and a rotary-wing standardization mechanic (for the Eradication and PCHP programs). Contractor will verify and maintain mechanics' qualifications, skill levels, and technical comprehension through an Initial Hire Evaluation, Annual Mechanic Qualification Evaluations (AMQE), and Maintenance Rework Evaluations. Newly hired mechanics, technicians and quality control personnel will successfully complete a standardized Initial Qualification Evaluation which will include verification of training, experience, and licensing and a written, oral, and practical examination as a condition of employment.

Qualification/upgrade training for spray pilots is not to take place in Colombia. Program management will ensure no deviations to contractor training policy.

4.A.1  
12/27/2004

Scope of Work: The contractor provides all management and administration functions necessary for safe, efficient, and effective operations of the Aviation Support Services Program at the sites shown in Figure 4-1 and utilizing aircraft shown in Table 4-2. Scope of work standards are as follows:

4.A.2  
12/23/2004

Services: Services specific to Colombia are described in this Section.

4.B  
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Ref. Job Qualifications Table 3-2 and the Colombia Organizational Chart Figure 4-2.

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4.C.1 1/7/2005	Operations			
4.C.1.a 1/26/2005	Surge Capability 1. For the CNP, man three FOLs and have the capacity to surge to a fourth three times a year for approximately one month for the Eradication Program. 2. For the Plan Colombia Helicopter Program, man three FOLs and have capacity to surge monthly to a fourth FOL for a week at a time.	The eradication surge is defined as operating four FOLs by splitting operations from one of the "permanent" locations. For PCHP surge is defined as reaction to a high value target or special mission.	Three (3) months of surge capability per year	1. CNP: Respond to requirements within three (3) days of notification by Senior Aviation Advisor. 2. PCHP: Respond to requirements within 24 hours of notification by Senior Aviation Advisor.
4.C.1.b 1/26/2005	Aerial Eradication Provide and perform aerial eradication of illicit crops in support of established USG goals.	Aerial eradication support will include all flight operations to support the aerial eradication mission to include interdiction, air assault, aerial transportation, SAR/MEDVAC, reconnaissance, verification, disabled aircraft recovery, security, and escort missions. Provide qualified (mission-ready) pilots to fly missions. Determine the number of flight hours. Determine appropriate mix of spray aircraft.	CY 2005: Hectares: 130,000 coca; 3,000 poppy CY 2006: Hectares: 115,000 coca; 3,000 poppy CY 2007: Hectares: 100,000 coca; 2,000 poppy	1. Will meet or exceed established annual eradication goal with a verified 85% or better effectiveness rate at a 90% confidence level.
4.C.1.c 3/16/2005	Air Operations Support for PCHP Provide and perform aerial operations mission support for the Plan Colombian Helicopter Program.	Provide and perform air operations support for PCHP to include but not limited to interdiction, air assault, escort, reconnaissance, aircraft recovery, contingency operations and VIP support. This includes support of Cano Limon pipeline and high value targets. Response time for these operations is critical and will depend on the mission. High value target missions must be responded to immediately to ensure success.	Per the established flight hour program	1. No more than 2% of aircraft scheduled for missions will be aborted due to aircraft or crew availability.
4.C.1.d 1/26/2005	Aerial Transport Cargo and Personnel Transport cargo and personnel to meet in country mission support requirements. Comply with the intent of 41 CFR 102-33 and applicable ICAO standards.	Average monthly movement is 1,500 passengers and 120,000 pounds of cargo. Cargo and personnel transport provided with GFP and supplemented by CATS aircraft.	1,500 passengers/month 120,000 lbs cargo/month	1. No more than 2% of aircraft scheduled for missions will be delayed due to aircraft or crew availability caused by transportation support. 2. Maintain average space utilization at or above 80% for all flights.
4.C.2 1/26/2005	Logistics Support Provide logistics support and property management to support Colombia operations.	Contractor will provide logistical support to maintain flight operations. Logistics processes and procedures will be in accordance with the requirements of Section 2.C in base document.	Support the established flight hour program.	1. No more than 2% of aircraft scheduled for missions will abort due to lack of material support.

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4.C.2.a 1/26/2005	ALSE Provide, operate and maintain an Aviation Life Support Equipment (ALSE) Program.	An ALSE program will be provided for up to 470 Colombian crewmembers. ALSE maintenance will include the inventory control, inspections, and stock leveling to ensure adequate availability. ALSE will include Night Vision Goggles (NVGs). Comply with technical data for ALSE and applicable portions of AR 95-1, AR 385-95, FM 1-302, FM 1-508, and DA Pams 738-750 and 738-751.	470 PCHP crewmembers	1. Maintain 95% on-hand assets at mission-capable status.
4.C.2.b 3/30/2005	Government Provided Property and Services Provide basic maintenance and upkeep of GFP facilities specified in Section J, Attachment 3.4.	GFP facilities for workspace and living quarters are specified in Section J, Attachment 3.4 at locations specified in B.2.1 sites with major infrastructure. Facilities are in an "as is" condition and will be maintained in same or better condition. GFP facilities maintenance includes general routine maintenance and repairs, upkeep, and custodial services. Ref. Section 1.0, Attachment C, Standards for Facility Upkeep and Maintenance. Major repairs or upgrades will be coordinated with NAS for approval and funding via Task Order. Amount of estimated cost will be determined by assuming the use of a licensed and qualified technician in the area being estimated, i.e., a qualified electrician for electrical repair, a qualified plumber for a plumbing repair, etc. This definition will apply to each repair. (Ref. Building Component Terminology.) Comply with TM 5-609.	Number and type of buildings listed in Section J	1. No more than five (5) valid customer complaints monthly.
4.C.2.c 1/26/2005	Fuel Operations Provide oversight of fuel operations and maintenance.	Host nation personnel will perform actual refueling operations and maintenance on refueling equipment. Providing oversight fuel functions includes ensuring host nation personnel maintain fuel servicing equipment and perform safe operations. Contractor provides oversight for safe operation and clean fuel IAW applicable aircraft TM for aircraft refueling, FM 10-67-1 (Concept of Petroleum Equipment and Operations), and Military Handbook 200 (American Standard for Testing Material). Comply with applicable portions of FM 10-67-1, FM 10-69, FM 10-71, and 40 CFR 261, 262.	Refueling operations/month to support flight hour program	1. 100% refueling operations performed by certified personnel. 2. No mishaps due to lack of adequate contractor oversight of fuel functions. 3. 95% in-commission rate for all fuel servicing equipment.
4.C.3 1/26/2005	Maintenance and Quality Control Provide maintenance and quality control functions for the Colombian program.	Contractor will ensure that maintenance is performed as stated in Section 2.C of the base document to support the flight hour program.	Support the established flight hour program	1. Comply with maintenance and quality control performance standards stated in Section 2.C, base document.

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4.C.4 2/14/2005	Nationalization and Host Nation Training Develop, provide, and implement a comprehensive plan to nationalize the Plan Colombia Helicopter Program (PCHP) including ISS, and train host nation eradication personnel.	<p><b>PCHP Training</b> Contractor goal is to train sufficient mechanics and pilots at all levels for the PCHP. The contractor will identify deficiencies and submit a recommended training plan to rectify the deficiencies to the USG. This transition will be planned for a phased approach with UH-60 pilots and mechanics trained first, followed by the UH-1Ns, then the Huey IIs with the allied shops to be the last area within the PCHP to finish nationalization. Execution of the nationalization plan will provide sufficient trained and qualified personnel to provide 2 crews and 2 mechanics per aircraft and to staff associated backshops. Ref. Section 8.0, Training Plan. The goal is to replace all contractor pilots and mechanics with trained Colombian Army pilots (over three years) and maintenance function (over seven years). Once the COLAR has taken over these functions the contractor will provide oversight to ensure operations, maintenance, and safety remain in compliance with INL standards. The contractor will train and certify fuel handlers to maintain equipment, perform safe operations, and keep fuel clean.</p> <p><b>Eradication training</b> The contractor will identify deficiencies and submit a recommended training plan to rectify the deficiencies to the USG. The contractor will be responsible for qualification/upgrade (aircraft type) training CNP helicopter pilots, gunners, SAR crewmembers, security technicians, and mechanics. The contractor will provide qualification and sustainment training to CNP aircrew, mechanics and SAR/Security Technicians as part of our steady state training requirements. The CNP will provide dedicated SAR aircraft for the T-65 with contractor support for training, equipping and oversight.</p>	One (1) host nation training plan/schedule	<ol style="list-style-type: none"> <li>1. 100% of training completed IAW within approved Training Plan/Schedule.</li> <li>2. No more than 5% attrition rate.</li> <li>3. Oversight will ensure 100% compliance with INL standards.</li> </ol>
4.C.5 4/12/2005	Information Technology 1. Provide seat management support for up to 54 USG personnel. 2. Provide real time interface for USG personnel to contractor MIS. 3. Comply with applicable portions of FIPS, AR 25-1, NIST, and IT CFM document.	Support for all authorized USG personnel.	One (1) IT Management Program Seat management for 54 USG personnel	<ol style="list-style-type: none"> <li>1. 100% compliance with seat management standards.</li> <li>2. 98% availability of connectivity services for MOB and FOB locations.</li> <li>3. 98% availability of connectivity services for FOL locations.</li> </ol>

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4.F 1/26/2005	Records, Reports and Deliverables 1. Provide eradication mission performance and data daily. 2. Provide daily access to contractor personnel data. 3. Provide intelligence reports.	Mission performance data includes: herbicide dispensed, hectares sprayed by aircraft type, department (location) sprayed in, departure point (FOL), reason for mission abort, and type of illicit crop sprayed with daily, monthly and yearly totals (calendar year) by aircraft type and crop. Supports submittal of Colombia reports and CDRLs. CDRLs and other reports will be provided on the secure DoS web portal, INL Insight. The personnel strength report (personnel data) provided will include the number of personnel in country, by nationality, position, date of arrival for all personnel, rotator and non-rotators. Data entered in contractor MIS will be current and available to INL staff within 24 hours of mission activity.	365 eradication and personnel reports per FOL annually	1. Reports except for intelligence reports will be recorded and available to all daily by 0900 hours (local) with no factual errors. 2. Intelligence reports will be provided prior to daily mission brief.
5.A 3/30/2005	General Requirements  The Aviation Support Services Program supports the US Embassy Country Team and NAS La Paz in assisting the Government of Bolivia (GOB) in the curtailment of the supply of illegal drugs from Bolivia to the United States. Direct program support is provided to the Fuerza Aérea Bolivian (Bolivian Air Force) Red Devil Task Force (RDTF) for the manual eradication and interdiction of illicit drug activities.  RDTF: The Red Devil Task Force (RDTF) is a 157-man, USG-sponsored, Bolivian Air Force aviation unit. The unit's mission is accomplished through use of 3 fixed-wing and 15 rotary-wing aircraft during hours of daylight and night under visual and instrument flight rules. Rotary-wing night operations frequently involve the use of night vision goggles (NVG). Host nation personnel operate aircraft. The contractor is an extension of the USG and is there to provide oversight and ensure compliance with directives. RDTF provides workforce and the contractor ensures proper procedures and quality control processes are followed. If the contractor has any difficulties with the RDTF, the issue is passed to government representatives to resolve.  Concept of operations: To support the US State Department mission of assisting the Government of Bolivia to eradicate and interdict illicit substances, the contractor provides qualified technicians (US, TCN and LN) to provide oversight, training and direct labor to ensure compliance in the following areas: - Flight standardization; helicopter flight instruction; - Maintenance of aircraft, aircraft components (engines, airframe, power train, avionics) diagnostic and test equipment, vehicles, POL, ground support equipment; - Maintenance and Quality Control; - Logistics; - Information technology; - POL operations; - Air and Ground Safety  Provide support to host nation personnel to ensure availability of required number of fully mission capable aircraft. Respond to short-term surges with a one week advance notification. Minimum required number of FMC aircraft: MOB Santa Cruz - 5 helicopters, 1 fixed-wing aircraft; Chimore FOL - 4 helicopters; Trinidad FOL - 2 fixed-wing aircraft. Operational surges typically			

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involve the addition of 2-4 helicopters for up 2 weeks. These additional aircraft will be moved from current locations.

Operations: The contractor provides training and oversight to the 157 Airmen of the Bolivian Air Force assigned to the Red Devil Task Force (RDTF).

Training: To ensure the maximum availability of fully mission capable aircraft, the contractor technicians provide formal and informal training in the classroom and "on the job" to ensure the RDTF pilots and technicians are current and skilled in the safe maintenance and operation of aircraft and support equipment. Training encompasses all aspects of pilot training, maintenance, aircraft operations, quality control, logistics, safety, and the distribution and quality assurance of POL products. The contractor technicians provide instruction in safe vehicle operation, personal protection (respiratory protection, personal protective equipment, HazMat, first aid, et al), computer technology, and quality operating procedures. The contractor technicians oversee all phases of aircraft maintenance and the testing of aviation fuels. Contractor technicians deploy throughout Bolivia as required to ensure the mission is accomplished IAW NAS guidance and to provide on-site training, oversight, and the security of US Government property.

POL Training: Contractor technicians provide daily oversight and training to ensure the safe distribution of clean aviation petroleum, oil and lubricants (POL). POL training, distribution, testing and accountability complies with aircraft manufacturers' technical manuals, FAA and US military publications. Training includes: equipment operation, aircraft refueling and defueling procedures, safety, fuel testing, hazardous material handling, material safety data sheets, spill protection, fire fighting procedures, aircrew evacuation, personal protective equipment and respiratory protection.

Security: To ensure a current and comprehensive security awareness program, the contractor managers receive and disseminate daily information updates from Homeland Security, US State Department and US Embassy web sites.

5.A.1  
12/23/2004

Scope of Work: Contractor will provide all management and administration functions necessary for safe, efficient, and effective operations of the Aviation Support Services Program at Chimore, Trinidad, and MOB, Santa Cruz as shown in Figure 4-1 and utilizing aircraft shown in Table 6-1. Scope of work standards are as follows:

5.A.2  
1/25/2005

Services. Services specific to Bolivia are described in this section.

5.B

Ref. Job Qualifications Table 3-2 and Bolivia Organizational Chart Figure 5-1.

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Line Item	Major Requirement	Related Information	Estimated Qty	Performance Standard
5.C.1 1/25/2005	Standardization Oversight Provide oversight and advisor service for RDTF flight standardization and rotary-wing operations.	Contractor will provide oversight and ensure compliance with directives and safe operations of USG aircraft. Contractor will provide flight standardization, to include instruction for RDTF rotary wing pilots.	One (1) oversight program	1. No instances of crewmembers failing to comply with INL ATP standards.
5.C.2 1/25/2005	Logistics Support Provide and maintain a logistics and property control system to support the RDTF.	Contractor will provide logistical support to maintain flight operations. Logistical processes and procedures will be in accordance with the requirements established in Section 2.C (base document).	Support the established flight hour program	No more than 2% of aircraft scheduled for missions will be aborted due to lack of material support.
5.C.2.a 1/26/2005	CLS - ALSE Manage an ALSE program for up to 75 RDTF crewmembers.	This requirement primarily consists of purchasing equipment under a separate Task Order, transporting and delivering to NAS.	One (1) ALSE Support Program Support for 75 RDTF crewmembers	1. ALSE purchase orders will be processed within 48 hours of receipt of Task Order. 2. No report of discrepancy for ALSE orders.
5.C.2.b 1/26/2005	CLS - POL Operate and maintain the POL support for RDTF.	The POL system will comply with environmental and safety directives. The contractor will receive, store, and issue approximately 40,000 gallons of fuel monthly in support of aircraft operations. Host nation personnel will perform actual refueling functions. Contractor provides oversight for safe operation and clean fuel IAW applicable aircraft TM for aircraft refueling, FM 10-67-1 (Concept of Petroleum Equipment and Operations), and Military Handbook 200 (American Standard for Testing Material). Contractor will provide oversight of POL section (maintenance and management of refueling equipment). Maintain up to 3 additional forward refuel locations. Comply with applicable portions of FM 10-67-1, FM 10-69, FM 10-71, and 40 CFR 261, 262. Comply with environmental and safety requirements.	1 POL System Support Program to support established flight hour program	1. No mission delays or cancellation due to fuel support. 2. No delinquent scheduled maintenance inspections on refueling equipment at all FOLs. 3. 95% in-commission rate for all fuel servicing equipment. 4. Forward refuel locations maintenance provided within 48 hours of request.
5.C.3 1/25/2005	Maintenance and Quality Control Oversight Provide oversight of aviation maintenance and quality control support for the RDTF.	Contractor will ensure that maintenance and quality control is performed as stated in Section 2.C (base document) to support RDTF flight hour program.	Support the established flight hour program	1. Comply with maintenance and quality control performance standards as stated in base document.
5.C.4 1/26/2005	Training Develop and provide a comprehensive training program for host nation personnel.	Contractor will identify host nation training deficiencies and develop a comprehensive training program to ensure qualified personnel. Training will be conducted as necessary to make to ensure trained personnel maintain the level of proficiency and standards established by DoS and applicable TM, FMs, Safety Directives, and local SOPs.	One (1) host nation training program/schedule	1. 100% of training completed IAW approved Training Plan/Schedule.

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Line Item	Major Requirement	Related Information	Estimated Qty	Performance Standard
5.C.5 4/12/2005	<p>Information Technology</p> <ol style="list-style-type: none"> <li>1. Provide oversight of LAN for selected RDTF personnel (15).</li> <li>2. Provide seat management for up to three (3) Government personnel.</li> <li>3. Provide real time interface for USG personnel to contractor MIS.</li> <li>4. Comply with applicable portions of FIPS, AR 25-1, NIST, and IT CFM document.</li> </ol>	Support for all authorized USG personnel. Provide oversight for NAS funded LAN system for 15 RDTF personnel.	One (1) IT Management Program LAN for 15 RDTF personnel	<ol style="list-style-type: none"> <li>1. 100% compliance with seat management standards.</li> <li>2. 98% availability of connectivity services for MOB and FOB locations.</li> <li>3. 98% availability of connectivity services for FOL locations.</li> </ol>
6.A 3/30/2005	<p>General Requirements</p> <p>The Aviation Support Services Program supports the U.S. Embassy Country Team and NAS Lima in assisting the Government of Peru (GOP) in the curtailment of the supply of illegal drugs from Peru to the United States. Direct program support is provided to the Policia Nacional del Peru (Peruvian National Police-PNP) 245-person Aviation Service in the manual eradication of illicit drug crops and interdiction of illegal drug trafficking.</p> <p>Concept of Operations: The Peru program supports the Peruvian National Police in manual eradication of coca crops and the interdiction of narco-traffic facilities. Operations are conducted out of Pucallpa and at least four FOL sites. The contractor provides oversight of flight operations and standardization through the use of operations coordinators and technical advisors for maintenance and quality control.</p> <p>The contractor will maintain the ability to expand the program and mission in Peru as directed. The contractor will operate at the MOB in Pucallpa with at least four FOLs (FOL sites include but are not limited to Palma Pampa, Pichari, Aguaytia, Mazamari, Ongon, Santa Lucia, Tingo Maria, and Tarapoto). Operations, training, and logistical activities are currently being carried out in Peru utilizing aircraft listed in Section J, Attachment 3.1. The total number DOS Air Wing aircraft programmed for Peru by the end of CY2005 will be one C208 and twenty-four Huey IIs. The contractor will use efficient options for transportation requirements.</p> <p>Support the US State Department mission of assisting the Government of Peru to eradicate and interdict illicit substances, the contractor provides qualified technicians (US, TCN and LN) to provide oversight, training and direct labor to ensure compliance in the following areas.</p> <ul style="list-style-type: none"> <li>- Maintenance of aircraft, aircraft components (engines, airframe, power train, avionics) diagnostic and test equipment, vehicles, POL, ground support equipment;</li> <li>- Maintenance and Quality Control;</li> <li>- Logistics;</li> <li>- Information technology;</li> <li>- POL operations;</li> <li>- Air and Ground Safety</li> <li>- Operations Oversight</li> </ul> <p>- VIP Missions will be provided twice a quarter with 72 hours notice</p>			

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Training: To ensure the maximum availability of fully mission capable aircraft, the contractor technicians provide formal and informal training in the classroom and "on the job" to ensure the PNP pilots and technicians are current and skilled in the safe maintenance and operation of aircraft and support equipment. Training encompasses all aspects of pilot training, maintenance, aircraft operations, quality control, logistics, safety, and the distribution and quality assurance of POL products. The contractor technicians provide instruction in safe vehicle operation, personal protection (respiratory protection, personal protective equipment, HazMat, first aid, et al), and computer technology. The contractor technicians oversee all phases of aircraft maintenance and the testing of aviation fuels. Contractor technicians deploy throughout Peru as required to ensure the mission is accomplished IAW NAS guidance and to provide on-site training, oversight, and the security of US Government property.

POL Training: Contractor technicians provide daily oversight and training to ensure the safe distribution of clean aviation petroleum, oil and lubricants (POL). POL training, distribution, testing and accountability complies with aircraft manufacturers' technical manuals, FAA and US military publications, and quality operating procedures. Training includes: equipment operation, aircraft refueling and defueling procedures, safety, fuel testing, shelf life extension, hazardous material handling, material safety data sheets, spill protection, fire fighting procedures, aircrew evacuation, personal protective equipment and respiratory protection.

Security: To ensure a current and comprehensive security awareness program, the contractor managers receive and disseminate daily information updates from Homeland Security, US State Department and US Embassy web sites.

6.A.1  
1/25/2005

Scope of Work:

Contractor will provide all management and administration functions necessary for safe, efficient, and effective operations of the Aviation Support Services Program at Palma Pampa, Pachari, Aguaytia, Mazamari, Ongon, Santa Lucia, Tingo Maria, and Tarapoto as shown in Figure 4-1 and utilizing aircraft shown in Table 6-1. Scope of work standards are as follows:

6.A.2  
1/25/2005

Services. Services specific to Peru are described in this section.

6.B

Ref. Job Qualifications Table 3-2 and Peru Organizational Chart Figure 6-1.

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Line Item	Major Requirement	Related Information	Estimated Qty	Performance Standard
6.C.1 1/26/2005	<b>Operations</b> 1. Provide support necessary to assist PNP to accomplish their mission. 2. Provide operational oversight of PNP. 3. Provide a full-time person in Pucallpa to coordinate daily activities with PNP and ensure operational requirements are met.	With Contractor oversight, PNP provides 20 mission-capable helicopters seven (7) days a week. Aircraft distribution will depend on mission, but generally distribution is three rotary-wing aircraft at each FOL being worked. Provide a full-time person in Pucallpa who reports directly to NAS and acts as representative to coordinate daily activities with PNP to ensure operational requirements are met.	One (1) Operations Mission Support Program Support established flight hour program	1. No instances of lack of coordination officers or operations coordinator. 2. Ensure 100% compliance to INL standards.
6.C.2 1/26/2005	<b>Contractor Logistical Support</b> Provide and maintain a logistics and property control system to support PNP operations.	The contractor will provide logistical support to maintain and operate assigned aircraft flying hour program. Logistical processes and procedures will be in accordance with the requirements established in Section 2.C (base document).	Support the established flight hour program	1. No more than 2% of scheduled mission aircraft abort due to lack of material.
6.C.2.a 1/26/2005	<b>CLS- POL Support</b> Operate and maintain a POL system for air operations.	The contractor will provide maintenance, logistics, and management of POL sections for up to four (4) FOLs and six (6) refueling sites for air operations IAW with applicable aircraft TM for aircraft refueling, FM 10-67-1, and Military Handbook 200.	Support the established flight hour program	1. 100% of refueling operations will be performed by certified personnel. 2. Zero (0) incidents due to lack of adequate contractor oversight of POL functions. 3. 95% in-commission rate for all fuel servicing equipment.
6.C.2.b 1/26/2005	<b>CLS - ALSE</b> Provide, operate and maintain Aviation Life Support Equipment (ALSE) for PNP.	The contractor will provide and manage an ALSE program for up 245 PNP crewmembers. Contractor will purchase equipment under a separate task order based upon contractor derived inputs, and control and manage ALSE program for PNP.	245 crewmembers	1. Maintain 95% on-hand assets at mission-capable status. 2. No missions aborted due to lack of ALSE support.

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Line Item	Major Requirement	Related Information	Estimated Qty	Performance Standard
6.C.3 1/26/2005	Training Develop and provide a comprehensive training program for host nation personnel.	The contractor will identify host nation deficiencies and develop a comprehensive training program to ensure qualified personnel. Training will be conducted as necessary to make sure trained personnel maintain the levels of proficiency and standards established by DOS and applicable TM, FMs, Safety Directives, and local SOPs. We will provide qualification and sustainment training to PNP aircrew and mechanics as part of our steady state training requirements. Additionally, we will provide NVG and SAR qualification along with the necessary oversight required to ensure continued skills sustainment and adherence to INL standards. Contractor will train host nation personnel to operate and maintain refueling systems for up to four FOLs. Contractor will train SAR/MEDEVAC crewmembers to support the mission as part of our steady state OJT requirements.	One (1) host nation training plan/schedule	1. 100% of training completed IAW approved Training Plan/Schedule.
6.C.4 4/12/2005	Information Technology 1. Provide seat management support for up to (4) Government personnel. 2. Provide real time Interface for USG personnel to contractor MIS 3. Comply with applicable portions of FIPS and IT CFM document.	Support for all authorized INL and USG personnel.	One (1) IT Management Program Seat management for 4 USG personnel	1. 100% compliance with seat management standards. 2. 98% availability of connectivity services for MOB and FOB locations. 3. 98% availability of connectivity services for FOL locations.
6.F 1/26/2005	Records, Reports, and Deliverables: Reports/CDRLs 1. Provide NAS daily reports on missions flown by aircraft type, hours flown, hectares eradicated, and unusual events. 2. Provide NAS a daily report on number of PNP aviation personnel present for duty.	The Daily PNP Aviation Personnel Report provides the number of PNP aviation personnel present for duty including aircraft type, hours flown, and hectares eradicated, and unusual events.	One (1) Daily Mission Report One (1) Daily Personnel Strength Report	1. NAS Daily report will be provided daily not later than 0900 local time with no factual errors. Any detected errors will be corrected within 24 hours of identification.
7.A 1/25/2005	General Requirements: The Aviation Support Services Program supports the US Embassy Country Team and NAS, Islamabad in assisting the Government of Pakistan (GOP) in the Border Security Project. Direct program support is provided to the Ministry of the Interior Air Wing in the surveillance and interdiction of terrorists, narcotics, arms, and other unlawful border activities along the Pakistan-Afghanistan border.			

Concept of Operations: This mission area is in direct support of the US Embassy and the Government of Pakistan (GOP). In this

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cooperative program, the GOP provides pilots and maintenance personnel based on the needs of the program. The contractor provides flight standardization, maintenance oversight, and training to GOP personnel and support of the aviation support Services Program in Pakistan. The aircraft in this project will be operated and maintained in accordance with established INL/A directives, standard operating procedures and policies. Contractor personnel provide oversight and training for GOP personnel to accomplish tasks needed. Fixed-Wing and Rotor-Wing Standardization Pilots ensure all INL operational requirements are being accomplished according to established standards by conducting ground and flight training as well as maintaining oversight of training and standardization issues IAW GATS Manual. Maintenance trainers provide OJT with required skills identified in Task Books. The contractor will maintain a logistical support package consisting of spare part stocks, tools, test equipment, communications equipment, Night Vision Goggles (NVG), Aircrew Life Support Equipment (ALSE), and other items required for the GOP to continue to operate this program with the contractor's assistance. The Main Operating Base (MOB) provides commercial purchase and MILREQ requisition to support this logistical support package. Figure 4-1 depicts sites supported by the contractor in Pakistan. Other sites throughout the country may be supported as well depending upon the requirements of the Embassy Country Team. The contractor employees deploy as required to successfully accomplish the mission, to include:

- Flight standardization and FW/RW instruction;
- Maintenance of aircraft, aircraft components (engines, airframe, power train, avionics) diagnostic and test equipment, vehicles, POL, ground support equipment;
- Maintenance and Quality Control;
- Logistics;
- Information technology;
- Air and Ground Safety
- Operations

**Training:** The contractor will provide qualification and sustainment training to GOP aircrew and mechanics for the Huey II and C-208 aircraft as part of our steady state training requirements. Additionally, the contractor will provide the necessary oversight required to ensure continued skills sustainment and adherence to INL standards.

**Security:** To ensure a current and comprehensive security awareness program, the contractor managers receive and disseminate daily information updates from Homeland Security, US State Department and US Embassy web sites.

**Scope of Work:** Contractor shall provide all management and administration functions necessary for safe, efficient, and effective operations of the Aviation Support Services Program at the sites shown in Figure 4-1 and utilizing aircraft shown in Table 7-1. The scope of work includes programmatic application of best military and commercial practices in all functional requirement areas. In addition, best industry practices will be applied in the areas of business management, human resources, finance, accounting, and administration. Close programmatic liaison with DoS Air Wing Staff and the Country Embassy and NAS is required. Site and functional managers at the MOB in Quetta maintain country-wide management authority across the spectrum of the Aviation Support Services Program and are accountable directly to the Aviation Support Services Program Director for all operations. The contractor operates from Quetta and normally will not forward deploy.

**Services:** Services specific to Pakistan are described in this Section.

7.A.1  
1/28/2005

7.A.2

7.B

Ref. Job Qualifications Table 3-2 and Pakistan Organizational Chart Figure 7-1.

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Line Item	Major Requirement	Related Information	Estimated Qty	Performance Standard
7.C.1 4/12/2005	Operations Oversight Provide oversight to ensure compliance with USG directives and safe execution of flight operations.	Host nation personnel perform interdiction and reconnaissance, surveillance, and verification missions. Support for ten Huey II aircraft and three C-208 aircraft. Contractor personnel certification IAW baseline document. Provide oversight for imagery platforms (C-208). Comply with applicable portions of ISSAs, MOUs, LOAs, and USG Directives.	One (1) Oversight Program Support established flight hour program Ten Huey II aircraft	1. USG notification of non-compliance within 24 hours. Provide documented findings and recommendations.
7.C.2 1/26/2005	Logistics Provide logistics support and property management to support Pakistan operations.	Contractor will provide logistical support to maintain flight operations. Logistics processes and procedures will be in accordance with the requirements of Section 2.C in base document.	Support established flight hour program	1. No more than 2% of aircraft scheduled for missions will be aborted due to lack of material support.
7.C.2.a 1/25/2005	ALSE Support Provide and maintain an ALSE program for host nation crewmembers.	Requirement includes inspection of survival gear in survival vests as well as issuing of flight gear (i.e. gloves, flight suits, helmets) for up to 75 Pakistani air crewmembers. Maintain equipment IAW applicable tech data and manuals to include NVG systems.	ALSE for up to 75 Pakistani air crewmembers	1. No less than 95% on-hand assets mission capable.
7.C.3 1/25/2005	Maintenance and Quality Control Oversight Provide oversight of aircraft maintenance and provide quality control for the Pakistan program.	Contractor will ensure that maintenance and quality control is performed as stated in Section 2.C of the base document to support the flight hour program.	Support established flight hour program	1. Comply with maintenance and quality control performance standards stated in Section 2.C base document.
7.C.4 1/26/2005	Host Nation Training Develop and provide a comprehensive training program for host nation personnel.	Contractor will identify host nation training deficiencies and develop a comprehensive training program to ensure qualified personnel. Training will be conducted as necessary to make sure trained personnel maintain the level of proficiency and standards established by DoS and applicable TM, FMs, Safety Directives, and local SOPs. The contractor will provide qualification and sustainment training to GOP aircrew and mechanics as part of our steady state training requirements. The training also includes operating and maintaining the C-208 imagery platform. Training includes use of rotary- and fixed-wing aircraft to conduct aerial search, extraction, and evacuation of personnel from remote and sometime hostile areas. The contractor will provide the necessary oversight required to ensure continued skills sustainment and adherence to INT standards.	One (1) host nation training plan/schedule	1. 100% of training completed IAW approved Training Plan/Schedule.

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Line Item	Major Requirement	Related Information	Estimated Qty	Performance Standard
7.C.5 1/26/2005	Information Technology 1. Provide seat management support for one (1) Government personnel. 2. Provide real time interface for USG personnel to contractor MIS. Comply with applicable portions of FIPS and IT CFM document.	Support for all authorized INL and USG personnel.	One (1) IT Management Program Seat management for 1 USG personnel	1. 100% compliance with seat management standards. 2. 98% availability of connectivity services for MOB and FOB locations. 3. 98% availability of connectivity services for FOL locations.

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